

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-8041
DEPT. WEB SITE: www.honolulu.gov • CITY WEB SITE: www.honolulu.gov

KIRK CALDWELL
MAYOR



KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

August 20, 2020

The Honorable Ron Menor, Chair
and Members
Committee on Zoning, Planning, and Housing
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

Dear Chair Menor and Councilmembers:

SUBJECT: Bill 2 (2020), CD1 (dated March 16, 2020)
Relating to Off-Street Parking and Loading
Progress Update - Additional Outreach Efforts, and
Request for Extension of Time

On May 21, 2020, at the Zoning, Planning, and Housing Committee meeting, you requested that the Department of Planning and Permitting meet with the various parties to reconcile concerns associated with Bill 2 (2020), CD1 (March 16, 2020). To that end, we have participated in weekly meetings with the Land Use Research Foundation, who represents many landowners and developers. We have also held meetings or communicated directly with affordable housing developers and advocates, transportation advocates, arborists, and groups representing the interests of seniors, environmentalists, and advocates for economic justice. We believe we have worked out several compromises while still advancing the goals of the original Bill. The changes are summarized in the attached spreadsheet. We can also provide a "Ramseyered" version of Bill 2 (2020), but it would represent only a work in progress.

It is our understanding that this Bill will expire on October 11, 2020. We respectfully request the deadline be extended 81 days until December 31, 2020 to provide adequate time for the Council to consider the Bill.

DEPT. COM. 586

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The Honorable Ron Menor, Chair
and Members
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The Department looks forward to working with the Council on these issues. In the meantime, please contact me at extension 8-8000, should you have any questions.


Very truly yours,



Kathy K. Sokugawa
Acting Director

Attachment

APPROVED BY:

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Amemiya, Roy K Jr
Date: 2020.08.24 16:05:37
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Roy K. Amemiya, Jr.
Managing Director

Bill 2 (2020) DPP Summary of Outreach Progression
August 20, 2020

LUO Section	Existing Bill 2 (2020)	Revision Cycle 1, 6/23 Proposed Changes	Revision Cycle 2, 8/10 Proposed Changes
21-6.10	Updates of Purpose and intent, off-street parking and loading	No changes proposed.	<p>(a)(3) Regulations to create opportunities to reduce housing costs and support multi-modal communities.</p> <p>(b)(3) Provide reasonable flexibility to ensure that environmental concerns are given appropriate consideration in decision making along with economic and technical considerations.</p>
1	Table 21-6.1	RESIDENTIAL 1:800 sq ft	No further changes proposed.
3	Table 21-6.1	COMMERCIAL 1 1:300 sq ft COMMERCIAL 2 1:500 sq ft	No further changes proposed.
		Merge COMMERCIAL 1 and COMMERCIAL 2 into single category, requirement is 1:500 sq ft	No further changes proposed.

Bill 2 (2020) DPP Summary of Outreach Progression
August 20, 2020

LUO Section	Existing Bill 2 (2020)	Revision Cycle 1, 6/23 Proposed Changes	Revision Cycle 2, 8/10 Proposed Changes
21-6.30	Adjustments and exceptions to parking requirements	No changes proposed.	(i) [move current (i) to new (i)] No off-street parking is required for nonconforming lots. Any parking that is provide is subject to the other standards of this Chapter.
4			
21-6.30(h)	Bicycle sharing spaces, provided off-street, on private property, may be substituted for up to a maximum....	No changes proposed.	Bicycle sharing spaces, provided off-street, on private property, may count as required bicycle parking and may be substituted for up to a maximum....
5			
21-6.70(b)	...must not exceed a quarter mile (1,320 feet)...	...must not exceed a half-mile (2,640 feet)...	No further changes proposed.
6			

Bill 2 (2020) DPP Summary of Outreach Progression
August 20, 2020

UO Section	Existing Bill 2 (2020)	Revision Cycle 1, 6/23 Proposed Changes	Revision Cycle 2, 8/10 Proposed Changes
21-6.80(a)(1)	Surface parking must not provide vehicle access from the primary street frontage if other options are available. If the lot has more than one street frontage, then one street frontage must be designated as the primary street frontage. If a street is already designated as a key street in TOD SD, or if only one street frontage abuts an improved sidewalk, then this frontage must be the primary street frontage...	Surface parking must not provide vehicle access from the primary street frontage if other options are available, <u>unless the lot is a nonconforming lot, or if the other options are substandard streets...</u>	No further changes proposed.
21-6.80(a)(2) (b)	Within all districts, except residential, country, agriculture, and industrial districts, surface parking must be set back 25 feet from the buildable area boundary adjacent to the primary frontage, unless the parking lot is screened by a building, per subsection (c).	Within all districts, except residential, country, agriculture, and industrial districts, surface parking must be set back <u>15</u> feet from the buildable area boundary adjacent to the primary frontage, unless the parking lot is screened by a building, per subsection (c), <u>or the zoning lot is nonconforming.</u>	No further changes proposed.
8			

Bill 2 (2020) DPP Summary of Outreach Progression
August 20, 2020

LUO Section	Existing Bill 2 (2020)	Revision Cycle 1, 6/23 Proposed Changes	Revision Cycle 2, 8/10 Proposed Changes
21-6.90(a)(1)	Structured parking within 40 feet...	Structured parking within <u>25</u> feet of a buildable area boundary adjacent a street, public right-of-way (such as bicycle path) or public park must be wrapped or screened <u>as described below</u> , except in the industrial districts <u>or on nonconforming lots</u> ...	Structured parking within 25 feet of a buildable area boundary <u>adjacent to the primary frontage</u> must be wrapped or screened as described below, except in the industrial districts or on nonconforming lots...
9	..The requirements are as follows (A) The depth of active floor area must be a minimum of 20 feet, as measured from the buildable area boundary; (B) The height of active floor area must be equal to or greater than the height of the parking levels; and (C) below grade parking may extend under principal buildings that face streets, provided that the below grade parking does not interfere with at grade access to the required active floor area from the primary frontage.	For structured parking that is not set back from the primary frontage as described above, structured parking must be wrapped or screened minimally as follows: (A) The ground floor must include active floor area that is a minimum of 20 feet deep and accessible to pedestrians from an adjacent ROW. Ground floor structured parking, other than necessary access driveways, must be entirely screened from view by active uses or landscape screening up to a height of six feet. (B) Above the ground floor and up to a height of 42 inches above the highest level of parking, structured parking must be screened with an active use, green wall, or planter boxes with vegetation screening for 50 percent of the facade area.	...For structured parking that is not set back from the primary frontage as described above, structured parking must be wrapped or screened minimally as follows: (A) The ground floor must include active floor area that is a minimum of 20 feet <u>deep and</u> accessible to pedestrians from an adjacent ROW. Ground floor structured parking, other than necessary access driveways, must be entirely screened from view by active uses or landscape screening up to a height of six feet. (B) Above the ground floor and up to a height of <u>40 feet above grade</u> must be screened with an active use, green wall, or planter boxes with vegetation screening for 50 percent of the facade area.
10			

Bill 2 (2020) DPP Summary of Outreach Progression
August 20, 2020

UO Section	Existing Bill 2 (2020)	Revision Cycle 1, 6/23 Proposed Changes	Revision Cycle 2, 8/10 Proposed Changes
21-6.90(a)(2)	Any parking level that is not wrapped or screened, including those facing side and rear of the lot, must have a perimeter wall a minimum of 30 inches in height....	Any area of a parking level that is not <u>wrapped with active floor area</u> ...	No additional changes proposed.
21-6.100	Off-street parking spaces may be leased or rented through a separate agreement, but may not be sold as condominiumized real estate to individual owners; provided that the spaces may be sold to a management company, homeowners association, or similar entity capable of managing all off-street parking spaces on the site	Parking spaces in lots or structures with five or more parking spaces must be unbundled. Unbundled parking means either of the following: the cost of purchasing, renting, or leasing a residential or commercial space is separate from the cost of purchasing, renting, or leasing parking spaces. The purchasing, renting, or leasing of a parking space cannot be a condition of purchasing, renting, or leasing the residential or commercial space; or, that all parking spaces on site must be owned, and managed by a single entity capable of managing all off-street parking spaces on the site. These spaces may be rented or leased through a separate agreement, but renting or leasing these spaces must not be condition of renting or leasing the residential or commercial space.	<u>Parking spaces in lots or structures with five or more parking spaces and five nine or more dwelling or commercial units must be unbundled. Unbundled means that parking spaces must be leased or sold separately from the rental or purchase costs.</u>
21-6.30(h)	Incentives for Alternatives (1) Bicycle parking in excess of minimum...may be substituted for...or 10% required parking stalls. (2) Bicycle sharing...10% (4) Motorcycle/moped parking... 5%	No changes proposed.	(1) Bicycle parking in excess of minimum...may be substituted for...or <u>15%</u> . (2) Bicycle sharing... <u>15%</u> (4) Motorcycle or moped parking... <u>10%</u>